

Grant County Planning Commission

May 23rd, 2005

The May 23 2005 regular meeting of the Planning Commission was called to order by Chairman John Lawrence at 7:00 p.m.

Those in attendance: John Lawrence, Vernon Webster, Bill Marksberry, Nick Kinman, Nancy Duley, Brooke Rider, Howard Brewer, William Covington, Marlon Kinsey, Attorney: Tom Nienaber, Engineer: Ray Erpenbeck, Administrator: Jonathan Britt, Secretary: Becky Ruholl

There was a quorum present.

ITEM 1: APRIL MINUTES

Howard Brewer made a motion to approve the April meeting minutes, Brooke Rider seconded the motion. A hand vote was taken, all members in attendance voting in favor of the motion. Motion passes.

ITEM 2: APRIL FINANCIAL REPORT

William Covington made a motion to approve the April financial report, Nick Kinman seconded the motion. A hand vote was taken, all members in attendance voting in favor of the motion. Motion passes.

ITEM 3: ADMINISTRATORS REPORT

Vernon Webster said that the Commission gets their information from Attorneys, Developers and the Audience that attended the meetings and also the report from the Planning Director. He said that tonight one of the public hearings has a 5 page report from the Director and he would just like to thank the Administrator for putting the Directors Report together.

ITEM 4: MAP AMENDMENT -Gabbert

APPLICANT: Ronald Gabbert

GENERAL LOCATION: 2200 Baton Rouge Road, Williamstown, KY 41097

REQUEST: Agricultural - One (A1) to Rural Residential (RR)

Chairman John Lawrence declared the public hearing open.

Mr. Gabbert stated that his request was to change 3 acres from Agricultural One to Rural Residential so that the property could be deeded to his son and his wife.

Chairman John Lawrence asked if anyone wished to speak for or against the request. No one spoke for or against the request.

Chairman John Lawrence declared the public hearing closed.

Jonathan Britt stated that when the application was submitted and the sign was placed on the property the office failed to notice that the existing home was closer to the road than the zone allows. He said that he is recommending that the Commission place a condition on the zone change that a Dimensional Variance be obtained from the Board of Adjustments. He said that there would be no charge for that application.

Jonathan stated that the staff recommends approval of the zone change request, with a condition, because the zone change application does appear to be in compliance with the adopted Comprehensive Plan. Findings of Fact: 1. the roadway should not be adversely impacted by the proposed development. 2. the existence of a single family home on the property should not have an impact on police and fire protection in the area. 3. the Comprehensive Plan does provide for low density residential development within the agricultural areas of the community. Condition: The applicant should receive a dimensional variance from the Grant County Board of Adjustments for a nine (9) foot relief from the Ordinance so that the property would be in full compliance.

Jonathan said that the front yard setback in the Rural Residential Zone is 50 feet from the right of way of the road and the existing home sets 9 feet closer than that. Mr. Gabbert said that he would get the variance and asked if there would be any additional surveying required. Jonathan stated that there would not be any needed.

Marlon Kinsey made a motion to recommend approval of the zone change request, by resolution, to the Grant County Fiscal Court based on the findings of fact stated during the public hearing, that the proposed development would be in compliance with the current Comprehensive Plan by not placing additional burdens on the roadway or police and fire protection in the general area, with the condition that the applicant receive a dimensional variance from the Grant County Board of Adjustments for a nine (9) foot relief from the ordinance so that the property would be in full compliance, Howard Brewer seconded the motion. A roll call vote was taken Vernon Webster: yes, Bill Marksberry: yes, Nick Kinman: yes, Nancy Duley: yes, Brooke Rider: yes, Howard Brewer: yes, William Covington: yes and Marlon Kinsey: yes, Motion passes 8 to 0.

ITEM 5: MAP AMENDMENT -Finke (cont. from January 24, 2005 meeting)

APPLICANT: Finke Homes

GENERAL LOCATION: Lying and being in Grant County, Kentucky on the Southeast side of Kentucky route #36 approximately 750 feet northeast of the intersection of Interstate 75 and Kentucky Route 36.

REQUEST: Industrial -One (I-1), Industrial - Two (I-2) and Agricultural - One (A-1) to Planned Unit Development (PUD).

Howard Brewer made a motion to reconvene the public hearing or the Finke Homes Zone Change Request, Bill Marksberry seconded the motion. A hand vote was taken, all members in attendance voting in favor of the motion. Motion passes.

Chairman John Lawrence declared the public hearing open.

Steve Howe, Attorney representing the applicant, presented maps to the Commission and stated that there were larger maps that they would display. He said that they were going to attempt to answer the questions that came up at the last public hearing. Mr. Howe showed the Commission a map of the School District Lines, he said that Jonathan Britt said that there was an updated map but this was the one he got from the Grant County School Board. He said that they had looked at the updated map and there were 2 pieces of property in the Williamstown School District that would be primarily commercial but there would be approximately 50 homes in this area. He said that there was another area in the Williamstown District according to the tax districts and there would be approximately 50 to 60 homes in that area. He said that the remainder of the property is in the Grant County School Taxing District. He said that the exact School District Boundaries are still in dispute but this information is according to the taxing districts in place currently.

Mr. Howe said that they did have a traffic study done and they would have the Engineer discuss that with the Commission. He said that another concern and the last hearing was with the turn lanes, he said that Jerry Keith will address those issues and he said that the Department of Transportation had issued a letter with their recommendations for turning lanes. He also said that the Commission wanted to see more defined locations and number of homes. He said that it would be impractical to draw each lot but they had grouped the residential areas and given a number of homes in that area.

Jerry Keith showed the Commission a map giving the number of homes in each residential area. He said that another issue was the concern with Skyway Drive and its location to the Interstate ramp. He said that at the first hearing they did not have a traffic study but they did a traffic study and broke the development into 3 phases. He said that they started with "x" number of residential and commercial and the golf course then phase 2 they added more residential and commercial and phase 3 was build out. He said that they did an analysis for each of the 3 phases to see how the intersection operated in each phase. He said that they propose in phase 1 using Skyway Drive where exists currently with some improvements, Phase 2 they would relocate Skyway Drive further to the West. He said that page 2 of the handout shows the future relocation of Skyway Drive 800 feet to the West.

Nick Kinman said that the map showed Wainscott Road and Eibeck Lane wrong. He said that Wainscott Road goes through the property and Eibeck Lane comes off of that road. Mr. Keith said that he would check into that.

John Lawrence asked if Skyway Drive was a City Street. Mr. Keith said that it was a State Road and was located in State right-of-way.

Mr. Howe said that the letter from the State indicated approval of the plan. He said that they had submitted the proposal in phases.

Mr. Keith said that the State had reviewed the traffic study and has agreed to let Skyway Drive stay where it is now for Phase 1 and when they got to Phase 2 to look at relocating Skyway Drive.

Jonathan Britt asked how they determined that in the 1st Phase the City Tax would be 4.8 million dollars. Tosha Finke said that she took the average selling price of the home which would be \$200,000.00 times the approximate number of homes in phase 1 which was 100 homes times the City Tax Rate. Jonathan Britt said that they were using \$200,000.00 as the price for a house and lot and asked what happens if the homes and lots only sell for \$120,000.00. Ms. Finke said that most likely the homes will be in the \$180,000.00 and higher range and that most of them would be around \$200,000.00. Jonathan Britt asked if they were going to provide a variety of housing. Ms. Finke said that the homes would be ranch or 2-story. Jonathan Britt asked if they all would be around \$200,000.00 price range. Ms. Finke said that they would. Jonathan Britt asked Ms. Finke if she used the same number of vehicles that the traffic engineer used. Ms. Finke said that she used 2 cars per household. Jonathan Britt asked Ms. Finke if they had estimated the cost of additional sewer requirements and fire protection. Ms. Finke said that they had not; she said that the money coming in from the taxes would go towards the cost of those improvements.

Mr. Howe said that the sewer treatment plant was currently at 514,000 gallons and the capacity is 950,000. He said that this development has a 20 year build out and with other developments in Williamstown the treatment plant would need to be upgraded but that would be addressed with the City as the phases were developed.

Jonathan Britt asked if this development had a 20 year build out projected. Mr. Howe said that it would probably be 15 to 20 years for completion of the project.

Jack Gehrum, Traffic Engineer, said that this development is a very large area with a long term build out. He said that they broke the development into Phase 1, Phase 2 and Build Out. He said that they looked at vehicle use for the analysis and presented that to the Highway Department. He said that the Highway Department said that with Phase 1 the location of Skyway Drive was acceptable where it is now and Phase 2 would require relocation of Skyway Drive. Mr. Gehrum said that they had Phase 1 with 1,000 residential units, Golf Course and 100,000 square feet of commercial, Phase 2 has 200 residential units and 200,000 square feet of commercial. He said that they used these numbers to estimate the traffic to clearly define the improvement needs and the development needed to support the improvements. Mr. Gehrum said that the Highway Department has said that the location of Skyway Drive is acceptable for Phase 1 and Phase 2 would require relocation of the Drive. He said that they used traffic numbers for the plan because the plan needs flexibility because development does not occur in groups of 100, 200 or 300. He said that measuring by the amount of traffic that would be generated gives the required flexibility.

Jonathan Britt asked Mr. Gehrum to explain to the Commission what LOS, Level of Service was. Mr. Gehrum said that LOS was an easy way to define how long of a delay there was at an intersection. He said that an LOS "A" delay time is very low and an LOS "F" is the worst delay and is almost gridlock. He said that a level C in urban areas is acceptable. He said that C is roughly a 35 second delay. He said that today the LOS at Skyway Drive is a B and as you begin to add traffic delay times rise. He said that with Phase 1 the unsignalized times might be longer and if that occurs they would look at how to bring the LOS back to C. He said they may have to install signals at Skyway Drive or at the end of the exit ramps. He said that they are always looking for an LOS of C and sometimes they will accept an LOS of D.

Jonathan Britt asked if the roadway was redesigned to extend the roads to Eibeck Lane and the traffic could use those roads as access, what impact that would have on the analysis. Mr. Gehrum said that it's hard to say, he said that the frontage road is the most logical to use. He said that if there are a lot of homes they might seek other access but the traffic tends to stick to the major roads and the interstate.

John Lawrence asked how many cars the 300 foot storage lane could hold. Mr. Gehrum said that they figure 20 ft to 22 ft per car. He said that the time for storage depends on other traffic movements; he said if there are gaps in the traffic this lessens the storage.

Jonathan Britt asked what speed limit they used for KY. Hwy 36. Mr. Gehrum said that they used the posted speed limit. Jonathan Britt asked if the speed went down what impact that would have on the signals and traffic movements. Mr. Gehrum said that would have no impact on the volume of traffic.

Mr. Howe said that the property once owned by the Industrial Authority is shown in the Comprehensive Plan to be developed as Industrial but that is no longer applicable because some of that land has been donated to the State for a Cemetery and some is now owned by the Fiscal Court for a County Park. He said that Wade Gutman expressed in the previous hearing that there is no viability in this land as Industrial.

Mr. Howe said that a question had been asked about access from Eibeck Lane. He said that Eibeck Lane is 1.7 miles from the Interchange and there may be some people who enter that way but most would use the access right off the Highway.

Jonathan Britt asked how far it was from the edge of the Finke property to Eibeck Lane. Mr. Howe said that it appeared to be about ½ mile. Jonathan Britt said that the drawing shows the distance to be about 20 feet. He asked why the roads weren't tied to the Fiscal Court property. Jerry Keith said that they were just showing cul-de-sacs on the concept drawing but there would be 2 streets that could potentially connect to the County property. He said that they would probably have temporary cul-de-sacs when they were built but they would leave reserve property so the street could tie into the County property.

Mr. Howe said that there were major economic, physical or social changes in the area involved which were not anticipated in the Comprehensive Plan and which have substantially altered the basic character of such area he said these changes were: 1. the Industrial Development Authority has abandoned the development of the Industrial Park for the land. The Comprehensive Plan designated this site as one of the identified Industrial Sites. 2. the parcel of the Industrial Park has been sold to the County for a recreational park. 3. City of Williamstown now allows the sale of alcohol by the drink by vote of their citizens. The land is adjacent to the Williamstown exit which would allow restaurants to build near the exit. 3. City of Williamstown has adopted a Planned Unit Development Zone since the Comprehensive Plan was last updated allowing the type of development the applicant is requesting.

Mr. Howe said that the plan has an 18 hole Golf Course, camp ground and there will be a lot of green space in the development. He said that this development will provide entertainment for the area and will stimulate commercial development at the Williamstown exit. He said that this development will be a burden on the infrastructure but they have shown the tax revenues that will be generated to help with those costs. He said that Mr. Finke will be bringing sewer and water to the property line of the property owned by the County which will make water and sewer available to the proposed County Park.

Mr. Howe said that this development includes several items listed in the Goals and Objective of the Comprehensive Plan such as development and promotion of lake recreation and upper scale housing, bringing quality commercial development along I-75 and US 25. He said that this development will bring people to the community by having a golf course, horse back riding and RV camping. He said that one of the goals is to encourage entertainment/cultural facilities such as upper scale restaurants. Mr. Howe said that this project is marketed for commercial Big Box stores and to upscale restaurants.

Mr. Howe said that he understands that there are people who are angry with Mr. Finke. He said that Mr. Finke had just built 300 to 500 homes in one development and there is a gentleman here that has filed a lawsuit against Finke Homes. Mr. Howe said that is only 1 lawsuit out of 300 homes. He said that Finke Homes provides a quality product. He said that there are rumors that Mr. Finke has already sold the property but that is not true.

Chairman John Lawrence asked if anyone wished to speak for or against the request.

Gerry Hicks said that his wife owns property across Hwy. 36 and wanted to know if the property on his side of the road was part of this application. Jonathan Britt said that the Plan shows a Horse Boarding area and a Paddock area which are not part of this application but the Commercial area is apart of this application. Mr. Hicks said that he has a problem with the commercial and the horse boarding sections.

Wade Hester stated that he was present to speak in opposition of the request. He said that he was presenting a binder of information to support his opposition and would highlight some of the items. Mr. Hester said that there were references made to a development in Boone County called Pebble Creek. He said that he was a resident of that development and was a victim. He said that Mr. Finke presented a Concept development Plan to the Boone County Planning Commission and there was a condition made that the subdivision be constructed as presented on the Plan. He said there are no roundabouts or island as was shown on the Plan which is a violation of a condition set by the Boone County Planning Commission. Mr. Hester said that Finke Homes said that they would construct an 8 foot bike path down the main roadway and 12 years later there is still no bike path. Jonathan Britt asked Mr. Hester to speak only concerning this application and not any applications in Boone County. Mr. Hester said that Finke Homes has no experience with a development of this type. He said that the expectations of this Commission and what Mr. Finke intends to build will be two different things. He said that the information he provided had pictures of Finke Homes and they were mostly small ranch starter homes. He said that Finke Homes has no experience in building large scale homes. Jonathan Britt told Mr. Hester that he was to speak to only this application and this zone change request. He said that this was not a Finke bashing and small homes were not bad. Mr. Hester said that in the meeting on January 24 2005 Finke Homes discussed building the first 9 holes of the golf

course. He asked where the conceptual plan for the forest cover and significant habitats study, where is the proposed storm water management and water quality management plan, where is the stream baseline depletion analysis, where is the surface water monitoring program that they should have integrated a year prior to the grading permits. He asked where the proposed integrated pest management program was. He asked if Finke Homes had conducted an analysis to determine the areas susceptible to ground water contamination from chemical pesticides and fertilizers. Jonathan Britt stated that the Commission does not approve grading plans for the City of Williamstown. He said that the City reviews those plans. Mr. Hester said that he wanted the Commission to know that Finke Homes has no experience designing a development of this magnitude.

Bill Threlkeld stated that he was sure that everyone appreciated the time and effort of Mr. Hester to put together that presentation but the Commission was here to look at this zone change request. Mr. Threlkeld stated that there have been a number of changes to the area that were not anticipated by the Comprehensive Plan. He said that there was a new exit at Barnes Road, the Industrial property is now owned by the County and is planned for a County Park and land owned by the State for a cemetery. He said if all of this takes place the property will not be an Industrial Park. Mr. Threlkeld said that he urged the Commission to grant the zone change request so there is an opportunity to share the beauty of living in Williamstown with others.

Jonathan Britt asked if the applicant would be agreeable to the Concept Development Plan being a condition to the zone change. Mr. Keith said that there would be minor variations to the plan but as a whole it would be as they have shown. Mr. Nienaber said that the real estate density lists 100 homes and if they built 110 or 90 that is not a significant change but if they want to build 300 they would be required to submit a new plan to the Commission for approval. Mr. Keith said that they agree and they are looking at the traffic count in the phases instead of the number of homes.

Jonathan Britt asked Mr. Keith at what point can the Commission be assured that the improvements to Skyway Drive will be done. Mr. Keith said that the Commission could make the recommendation from the State a condition. Mr. Howe said that the State would not allow the encroachment without the improvements. Mr. Nienaber asked if they would be agreeable to stating that improvements listed on page 1 sheet 1 of the State letter will be implemented before construction of Phase 1 and other improvements will be made prior to Phase 2. Mr. Keith said yes. Mr. Howe said that they are bound by what the State requires. Mr. Nienaber said that Skyway Drive would be relocated before Phase 2. Mr. Howe said yes.

Mr. Gehrum said that Skyway Drive is located in Federal right-of-way and is under strict restrictions. Jonathan Britt asked if Skyway Drive was located in State right-of-way. Mr. Gehrum said that it would be when they were finished. He said that it will not be Federal right-of-way because they were adding the access to a development. Jonathan Britt asked if the requirement said that Skyway Drive must be widened could it be done today. Mr. Gehrum said that it could not be done without Federal approval and they must be convinced that it is better to do the improvements than to not do the improvements before they will give approval.

Jonathan Britt asked how wide Skyway Drive was. Mr. Keith said that the width was from 28 feet to 12-14 feet in places. He said that there were plans to improve the road. Mr. Gehrum said they would improve the road after it is no longer in Federal right of way. Jonathan Britt asked if Phase 1 could be completed without the road becoming property of State. Mr. Gehrum said that the State could allow the widening if the Federal Government approves it. He said that they must advise them of what they are going to do in future. He said that the Highway Department indicated that they are ready to go forth with the improvements but they cannot go ahead without approval by the Commission.

Jonathan Britt stated that there would be 50 homes and commercial development on a 12 foot wide road. Mr. Keith said that they had several meetings with the State and they have no interest in retaining ownership of the road. He said that they are looking at dedicating the Road to the City of Williamstown.

Jonathan Britt asked if there were any entrances into the development from Heekin Clarks Creek Road. Mr. Keith said that there will be some rental cabins along Heekin Clarks Creek Road but there will not be any major access from Heekin Clarks Creek Road. He said that they do plan to have 1 or 2 entrances to access the cabins. Jonathan Britt asked how many cabins they had planned. Mr. Keith said that the concept plan shows 12 cabins and that the topography of the area does not allow a lot of development. Jonathan Britt asked if they would agree to a condition that if more than 12 cabins were built along Heekin Clarks Creek Road the developer would widen Heekin Clarks Creek Road. Mr. Keith said they would agree to that condition.

Chairman John Lawrence read a letter from Cliff Wallace supporting Mr. Finke's request for a zone change.

Mr. Howe asked that all exhibits that were referred to during the public hearing be made part of the record.

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Chairman John Lawrence declared the public hearing closed.

Nick Kinman asked if Mr. Erpenbeck or Mr. Nienaber saw any problems with the request. Mr. Erpenbeck said that he did not see any problems with the engineering.

Nancy Duley said if they put a condition on the request that Skyway Drive must be relocated before Phase 2, who would oversee that condition. Mr. Nienaber said that the Commission or the City would enforce the conditions. Mr. Erpenbeck said that they could not approve the improvements if there are conditions set by the City and the Commission.

Mr. Howe said that there was a private land owner that would be involved in the location of Skyway Drive and if the plans were to change they would come back to the Commission to show a different plan for approval.

Jonathan Britt said that he recommends that the Commission place 3 conditions on the request. 1. Major improvements of the intersection of Hwy 36 and Skyway Drive be done at Phase 2. 2. The Concept Development plan be binding. 3. Heekin Clarks Creek Road be widened if more than 12 cabins are built along the road.

Nancy Duley asked what type of multi-family units they would be building. Ms. Finke said that they had talked about building condominiums. She said that they would find another developer to develop the condos. She said that there are restrictions in the PUD Zone limiting the number of acres that can be developed as multi-family. Jonathan Britt said that PUD zone lists the percentages of multi-family and commercial that can be developed in the PUD zone, but he said that the Commission would have to be careful about future text amendments to the Zoning Ordinance in Williamstown.

Nancy Duley asked if the commercial property doesn't sell could that area be turned into 900 homes. Jonathan Britt said that they could not do that without coming back before the Commission. Mr. Nienaber said that if the Concept Development Plan and the Density listing are made a condition of the zone change and they deviate significantly from those they would have to bring those changes back to the Commission for approval.

Howard Brewer asked the developer to explain what would be in Phase 1. Jonathan Britt said that the zone change request was for the entire property. Mr. Keith said that Phase 1 would be Commercial development along the Interstate, 2 lakes, 60 residential homes and potentially some development of commercial and residential to the West on Hwy. 36. Mr. Brewer said that since there are serious questions about Skyway Drive why not approve Phase 1 and see what type homes are going to be built. Chairman John Lawrence said that the request was for 568 acres and the Commission makes their decision on that entire property not just Phase 1.

Nick Kinman asked if they would be required to bring the Preliminary Plat back to the Commission. Jonathan Britt said that they would have to bring the subdivision plats to the Commission for approval. He said that the Commercial Development would be approved by the City's Zoning Administrator.

Jonathan Britt suggested that there be another condition on the request to not permit Commercial development on the Northeast side of Ky. 36 or to limit the development. Nancy Duley asked if that was close to the existing subdivision. Jonathan Britt said that it was where the Bed and Breakfast is going to be. Mr. Howe said that adjoins existing Commercial property. Jonathan Britt said that there were topography problems with the land and he wanted the Commission to be careful in allowing very intense Commercial development on the right side of the road. He said that the property should be developed more as a Neighborhood Commercial instead of very large Commercial businesses. Mr. Howe said that they would not agree to a condition unless the limits were more defined. Mr. Keith said that there could be a square feet limit such as 60,000 square feet. Mr. Howe said that they are hesitant on a square footage condition being placed on the request.

Chairman, John Lawrence asked if the City could change the conditions on a zone change. Jonathan Britt said that they could add or delete conditions. He said that the Commercial development in that area needs to be addressed so there isn't any Big Box Commercial development. Chairman, John Lawrence said that the Commission could put a condition on the zone change and the City could change that condition. Mr. Howe said that it would take a super majority of the council to change the recommendation of the Commission.

Jonathan Britt stated that he recommended approval of the request with the following conditions: 1. improvements to Hwy. 36 and Skyway Drive be completed before Phase 2 is started. 2. the Concept Development Plan be binding as a condition and any significant variations would need Planning Commission approval. 3. Land Use numbers and the Ky Department of Transportation letter be binding on the request. 4. Developer be required to make significant improvements to Heekin Clarks Creek Road if more than 12 cabins are constructed along Heekin Clarks Creek Road. 5. Commercial development on the Northeast side of Hwy 36 be limited to 45,000 square feet or less.

Nancy Duley made a motion to approve the zone change request, with conditions, by resolution to the City of Williamstown because major economic, physical or social changes in the area involved were not anticipated in the Comprehensive Plan which have substantially altered the basic character of the area based on the finding of facts stated in the public hearing and that the Industrial Park suggested for that property is no longer a reality. Conditions: 1. improvements to Skyway Drive be made prior to Phase 1 and relocation of Skyway Drive be completed prior to starting Phase 2 as listed in the Highway Department letter dated May 20th 2005 . 2. Concept Development Plan be binding and attached to Zone Change. 3. Land Use numbers attached to the KY Department of Transportation letter dated May 20th 2005 be binding to the Zone Change. 4. Significant improvements to Heekin Clarks Creek Road be made if more than 12 cabins are constructed along Heekin Clarks Creek Road. 5. Commercial Development along the North East side of KY 36 be limited to 45,000 square feet or less. 6. all development criteria numbers on Concept Development Plan be followed or the applicant must come back before the Commission for approval of changes. William Covington seconded the motion. A roll call vote was taken Vernon Webster: yes, Bill Marksberry: yes, Nick Kinman: yes, Nancy Duley: yes, Brooke Rider: yes, Howard Brewer: yes, William Covington: yes and Marlon Kinsey: yes, Motion passes 8 to 0.

ITEM 6: THOROUGHbred RUN - PRELIMINARY PLAT

There was no one present to represent Thoroughbred Run.

William Covington made a motion to table the plat, Marlon Kinsey seconded the motion. A hand vote was taken, all members in attendance voting in favor of the motion. Motion passes.

ITEM 7: EAGLE CREEK ESTATES PHASE II - IMPROVEMENT PLAT

John Lawrence read a letter from Erpenbeck Engineers recommending approval of the plat.

Howard Brewer asked Mr. Nienaber to look at lots 77 and 78 and all of the lots in that area. He said that they have an electric line going through those lots. Craig Moore said that was a temporary line and when the underground utilities were put in that overhead line would no longer be there.

Nick Kinman made a motion to approve the Improvement Plat for Eagle Creek Estates Phase II, Brooke Rider seconded the motion. A hand vote was taken, all members in attendance voting in favor of the motion. Motion passes.

ITEM 8: CONVEYANCE PLATS - APRIL

William Covington made a motion to approve the April Conveyances, Brooke Rider seconded the motion. A hand vote was taken, all members in attendance voting in favor of the motion. Motion passes.

ITEM 9: EXECUTIVE SESSION

none

ITEM 10: OTHER BUSINESS

none

ITEM 11: ADJOURNMENT

Nick Kinman made a motion to adjourn, Brooke Rider seconded the motion. A hand vote was taken, all members in attendance voting in favor of the motion. Motion passes.

JOHN LAWRENCE, CHAIRMAN - DATE

NICK KINMAN, SECRETARY - DATE

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